

The Finest Hours: The Rest of the Story • Memories of a U-Boat Commander

NAVAL HISTORY

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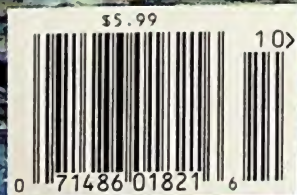
October 2016

SEA POWER and the REVOLUTION

Coast Guard Rises
to WWII Challenge

Tough Hump
at Tarawa

On the Trail of the
Opium Smugglers





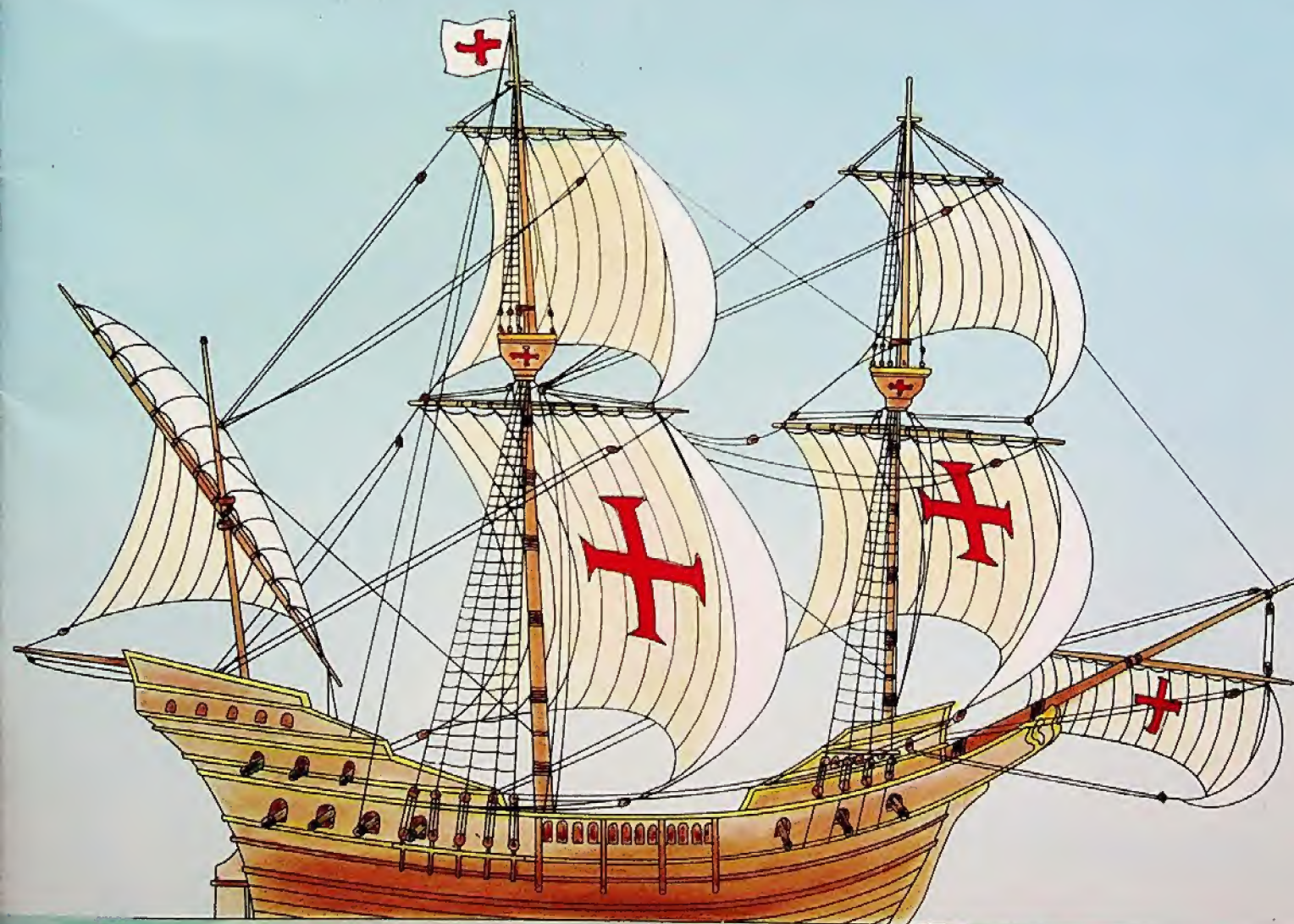
LOST TREASURES OF THE PIRATES OF THE CARIBBEAN

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JAMES A. OWEN & JEREMY OWEN

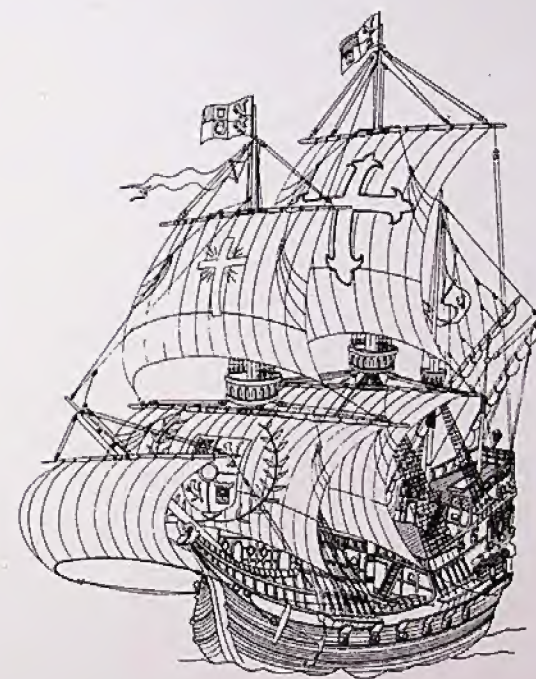
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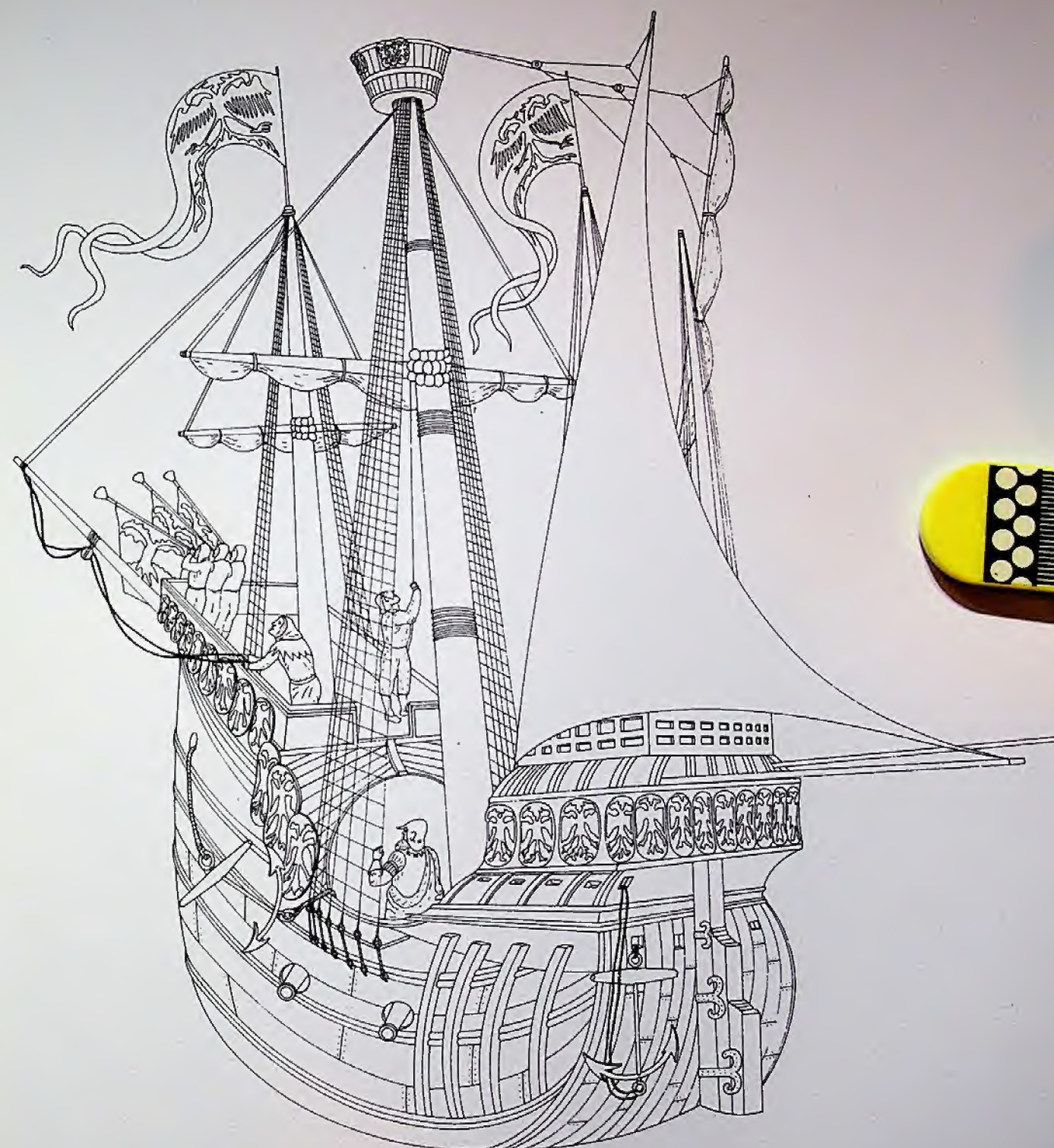


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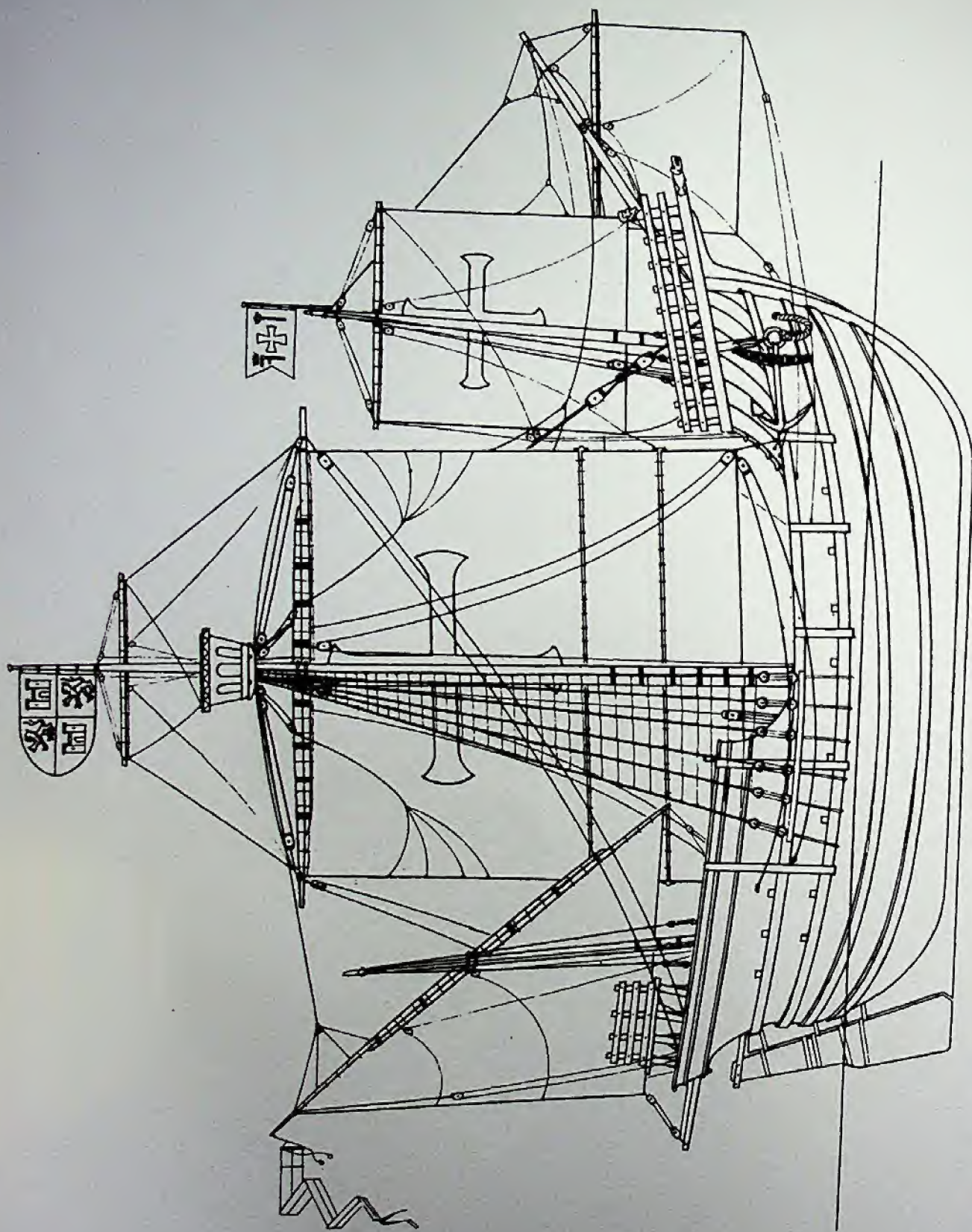




8 Dutch kraeck (carvel or carrack), ca. 1470. This three-master carried a cannon on deck.

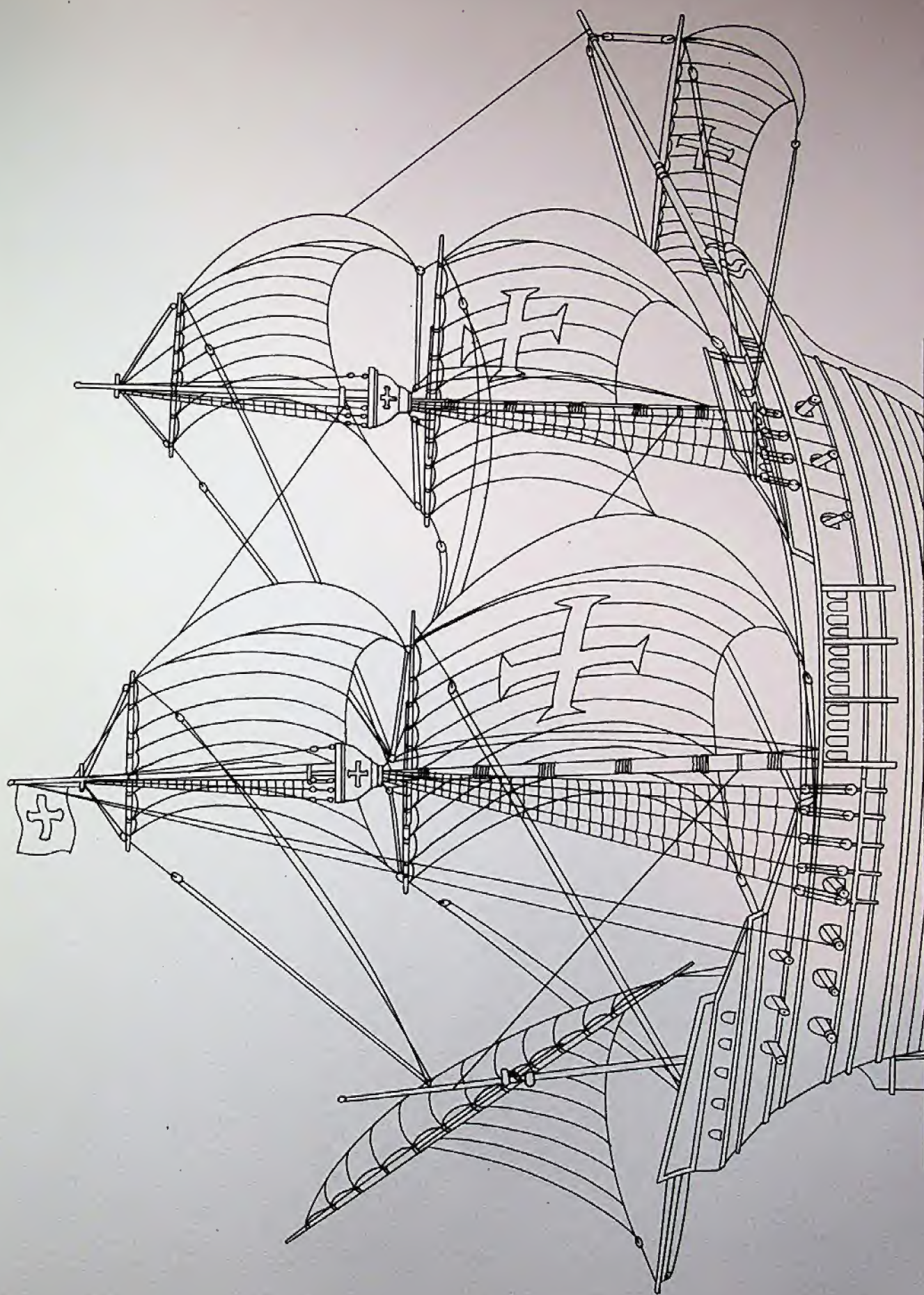


9 German carrack, ca. 1490.



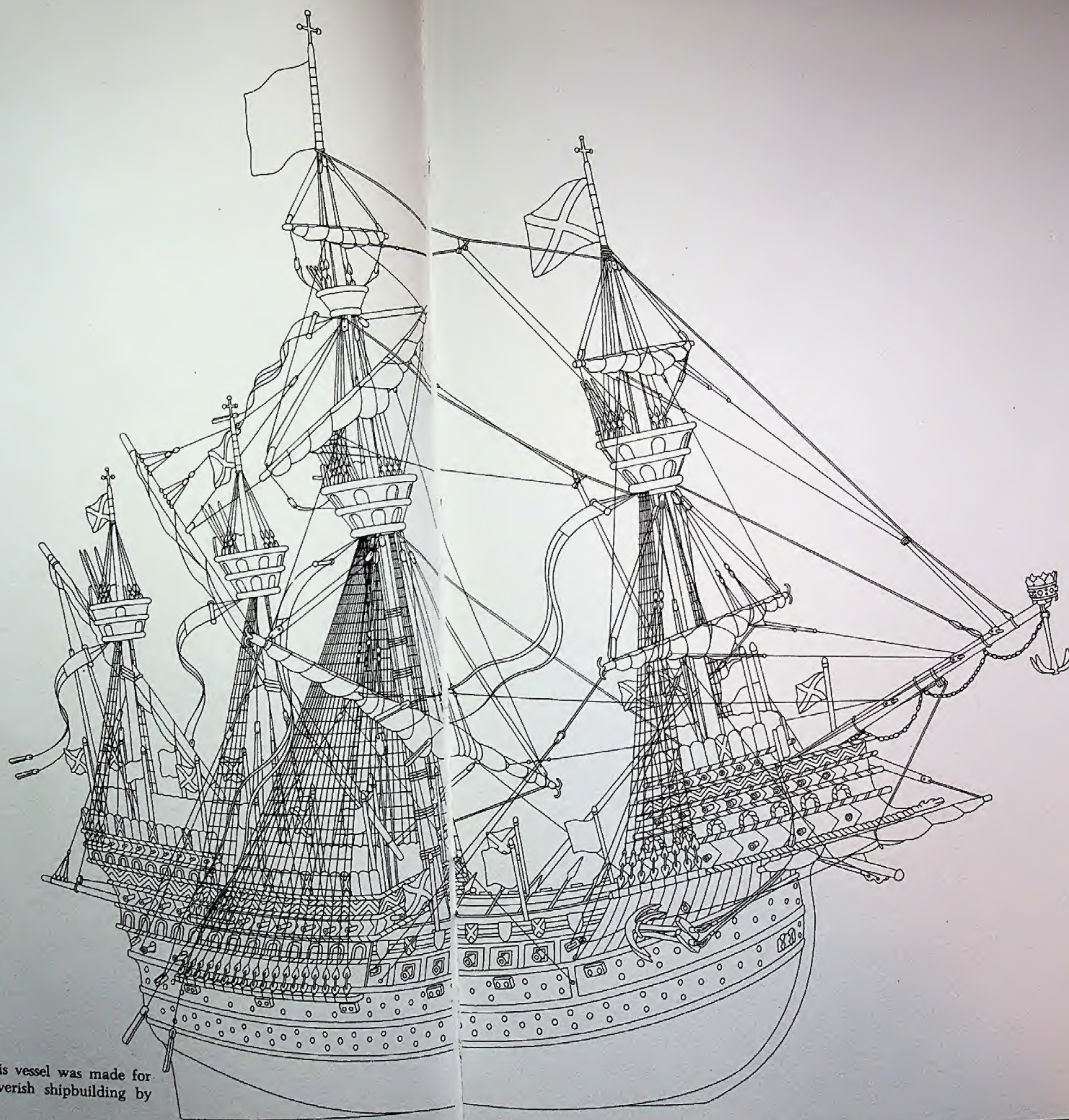
10 Columbus' flagship, the *Santa Maria*, 1492. This type of vessel was then known in Spain as a "nao," or ship par excellence. The two smaller

ships in the fleet, the *Niña* and the *Pinta*, were caravels.

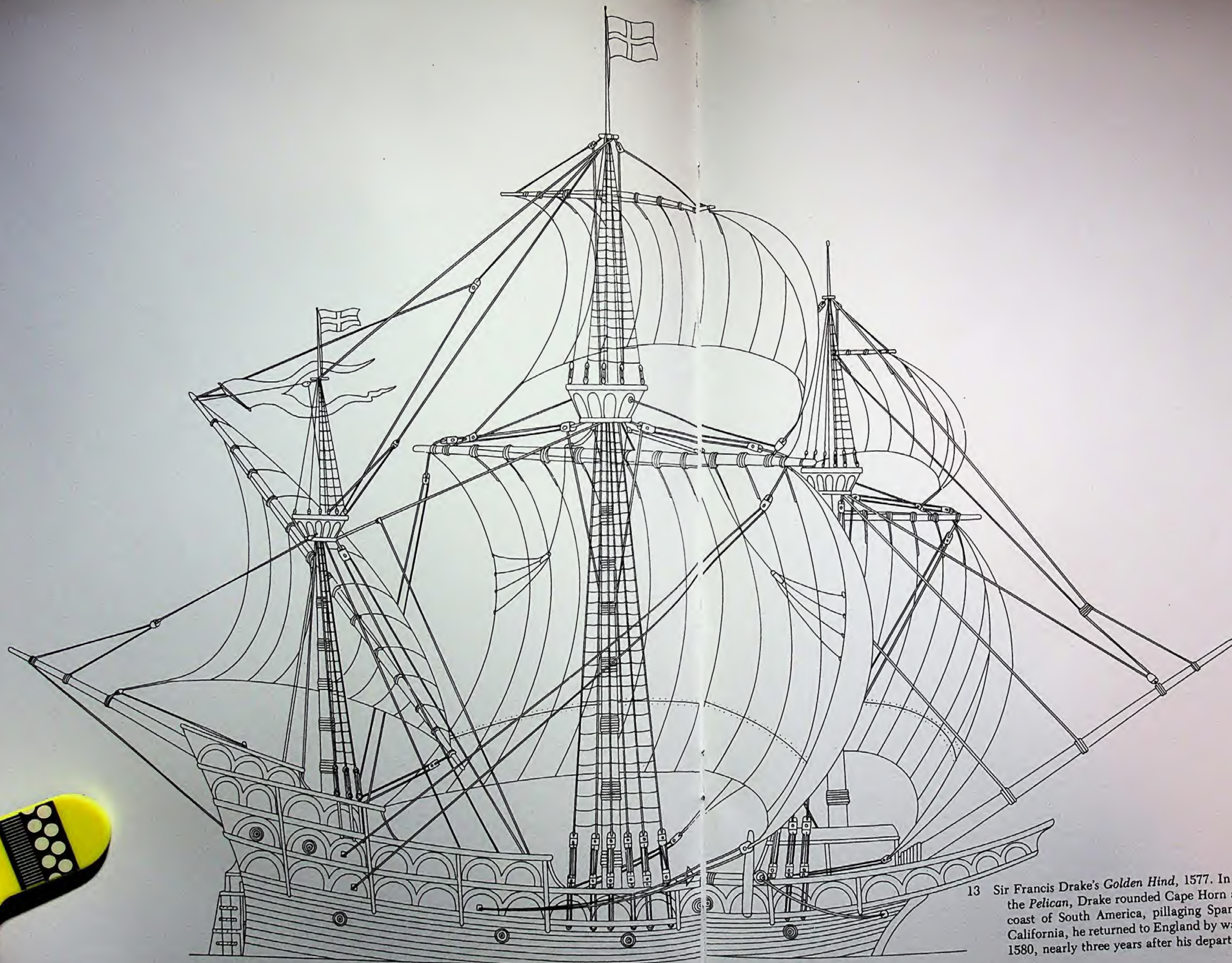


11 Vasco da Gama's flagship, the *Saint Gabriel*, 1497. In this ship, along with the *Saint Raphael* and the *Saint Michael*, the P-

explorer left Lisbon in the spring of 1497, sailed around the Cape of Good Hope and reached India, returning to Lisbon in 1499.



12 The *Great Saint Michael*, Scottish, 1511. This vessel was made for James IV of Scotland in a period of feverish shipbuilding by European monarchs.

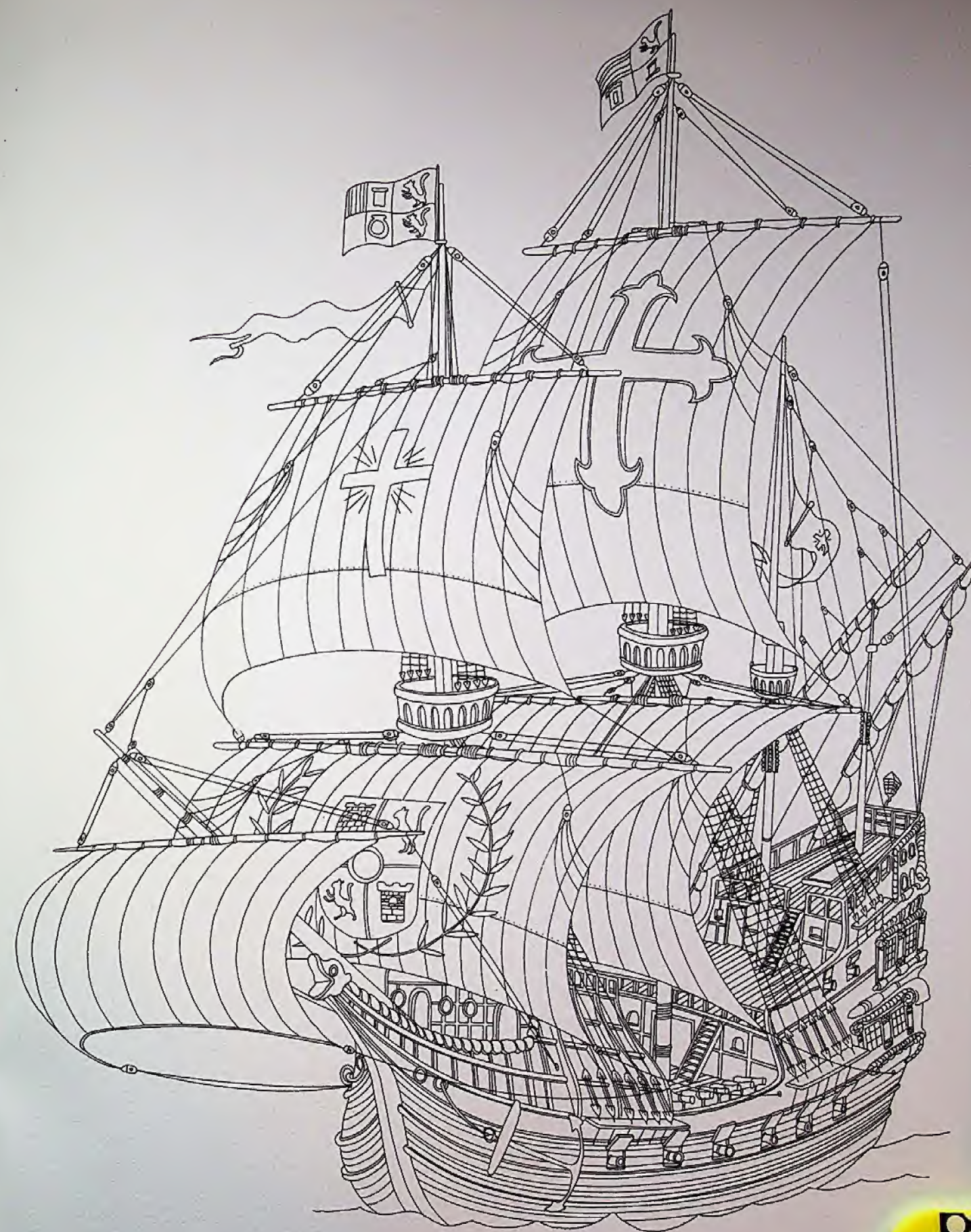


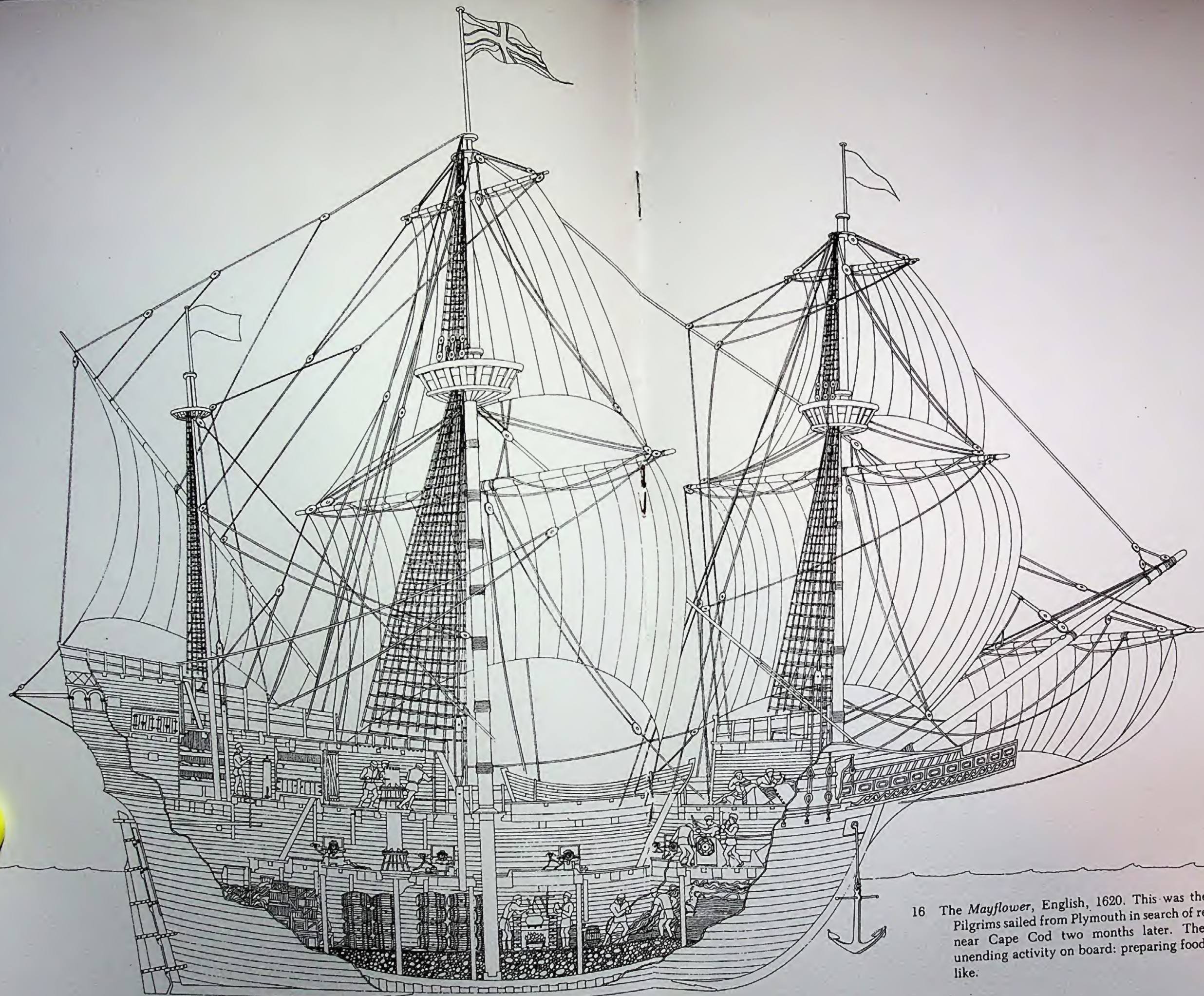
13 Sir Francis Drake's *Golden Hind*, 1577. In this ship, originally named the *Pelican*, Drake rounded Cape Horn and sailed along the Pacific coast of South America, pillaging Spanish vessels. After touching California, he returned to England by way of the Pacific, arriving in 1580, nearly three years after his departure.



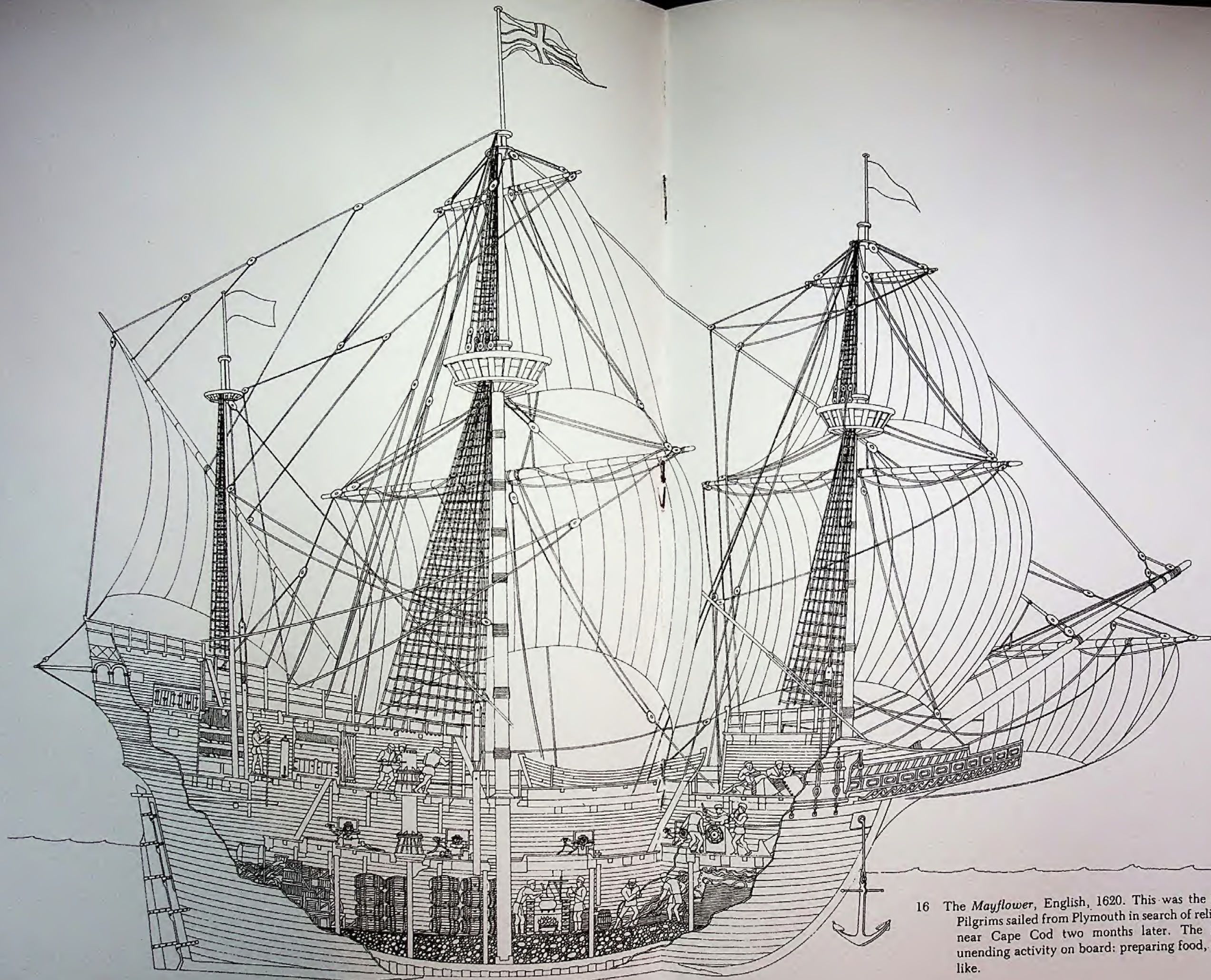
(above) Large Spanish galleon, ca. 1600. Galleons, specifically built as warships, had three decks, three masts and cannon mounted on the castles.

- 15 (OPPOSITE) The *San Martin*, flagship of the Spanish Armada, 1588. The Duke of Medina-Sidonia led this fleet of 131 vessels. The Armada was defeated at sea by the English before the planned invasion of their homeland could take place.



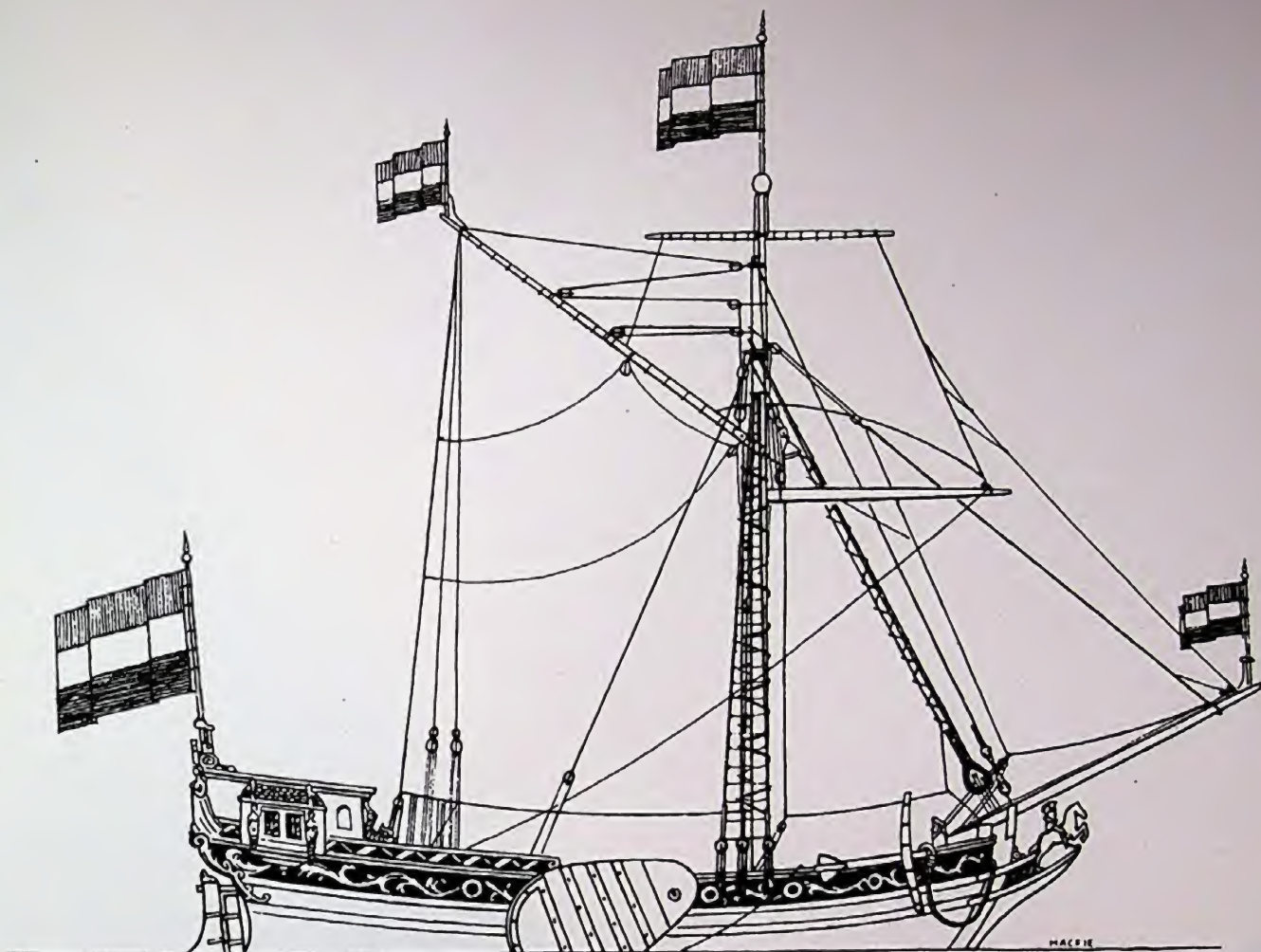


16 The *Mayflower*, English, 1620. This was the ship in which the 102 Pilgrims sailed from Plymouth in search of religious freedom, landing near Cape Cod two months later. The illustration shows the unending activity on board: preparing food, repairing sails, and the like.

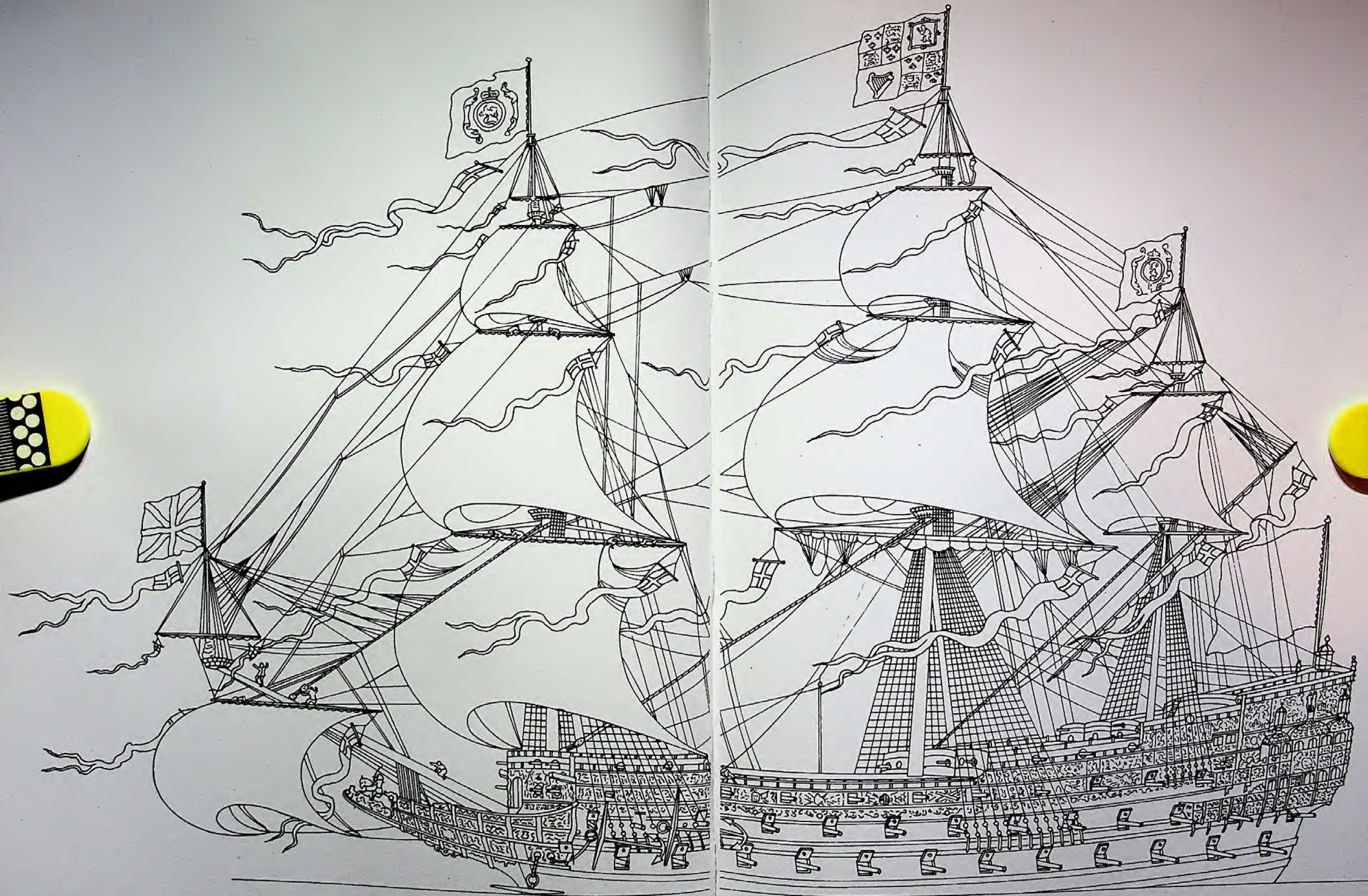


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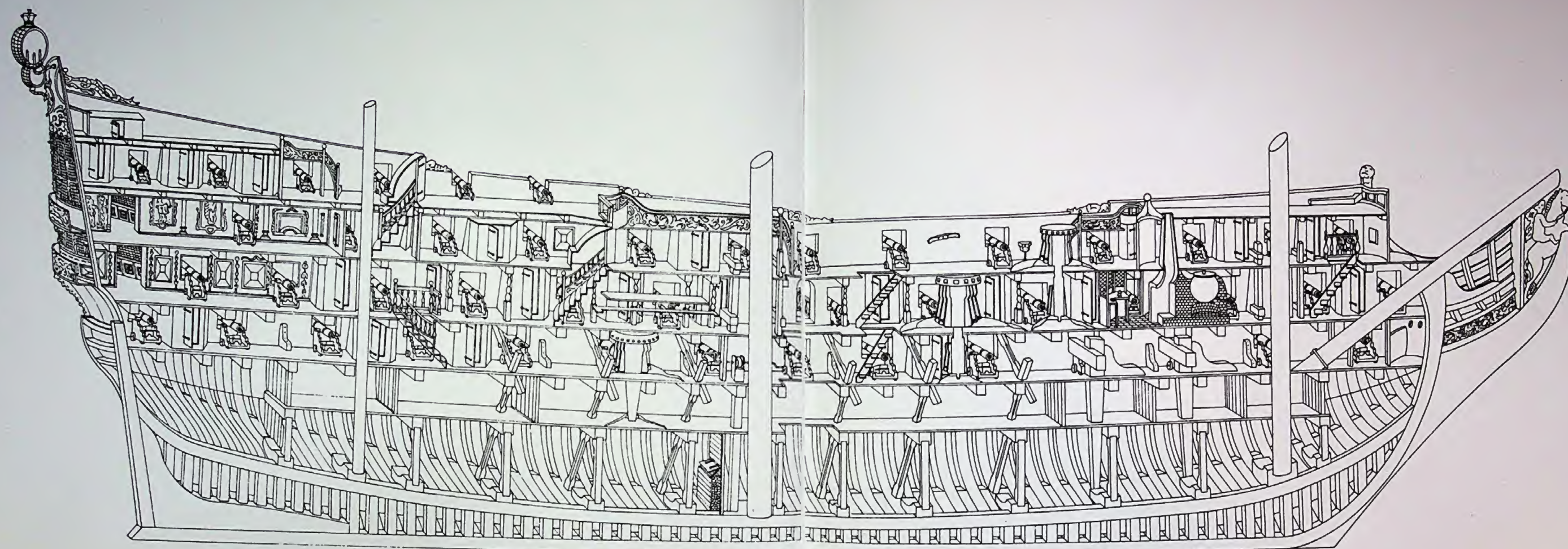


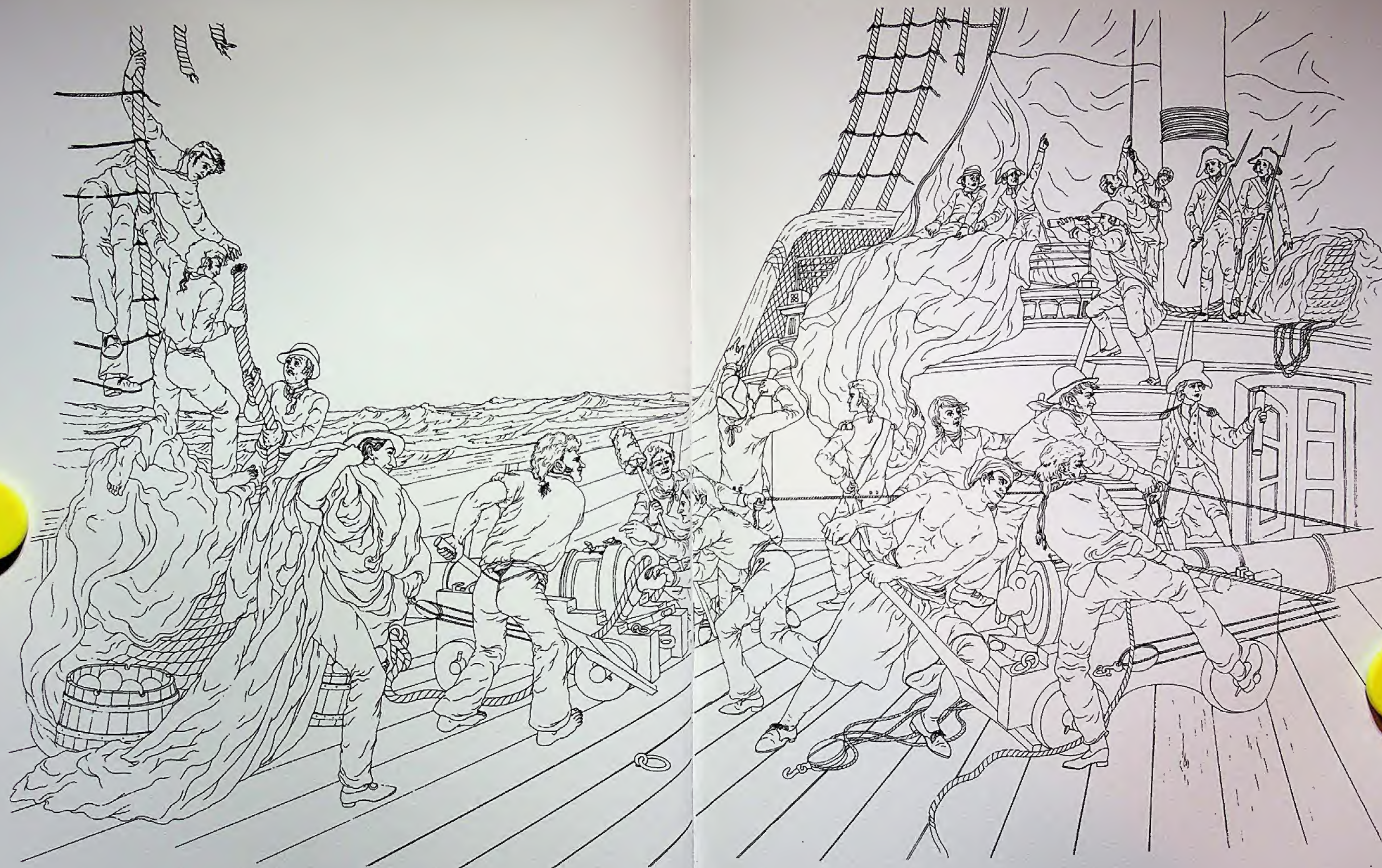


- 17 (OPPOSITE) The *Wasa*, Swedish, 1627. This ship, which sank in Stockholm harbor in 1628, was located in 1956 and raised in 1961. It is now on permanent display in the Swedish capital. Its length, excluding bowsprit, is 60.9 meters, its beam (greatest width) 11.7 meters. The crew probably consisted of 133 sailors and 300 soldiers. The *Wasa* carried 64 cannon.
- 18 (ABOVE) Dutch public or private yacht, 1678. This type of boat was called a "statenjacht" if it belonged to the government, a "speeljacht" if it was the pleasure boat of a wealthy burgher.

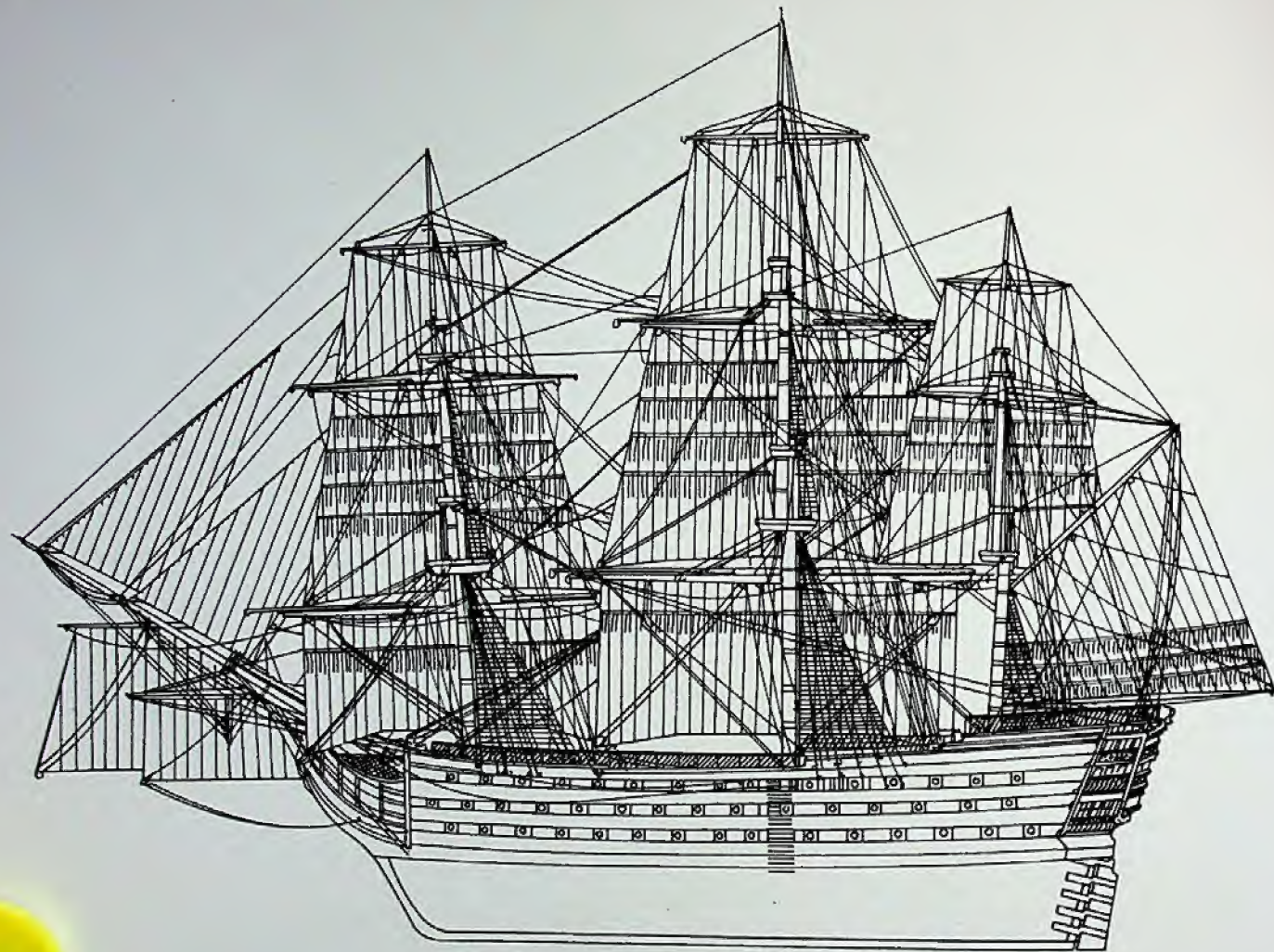


19 The *Sovereign of the Seas*, English, 1637. This was the first ship to mount 100 guns.



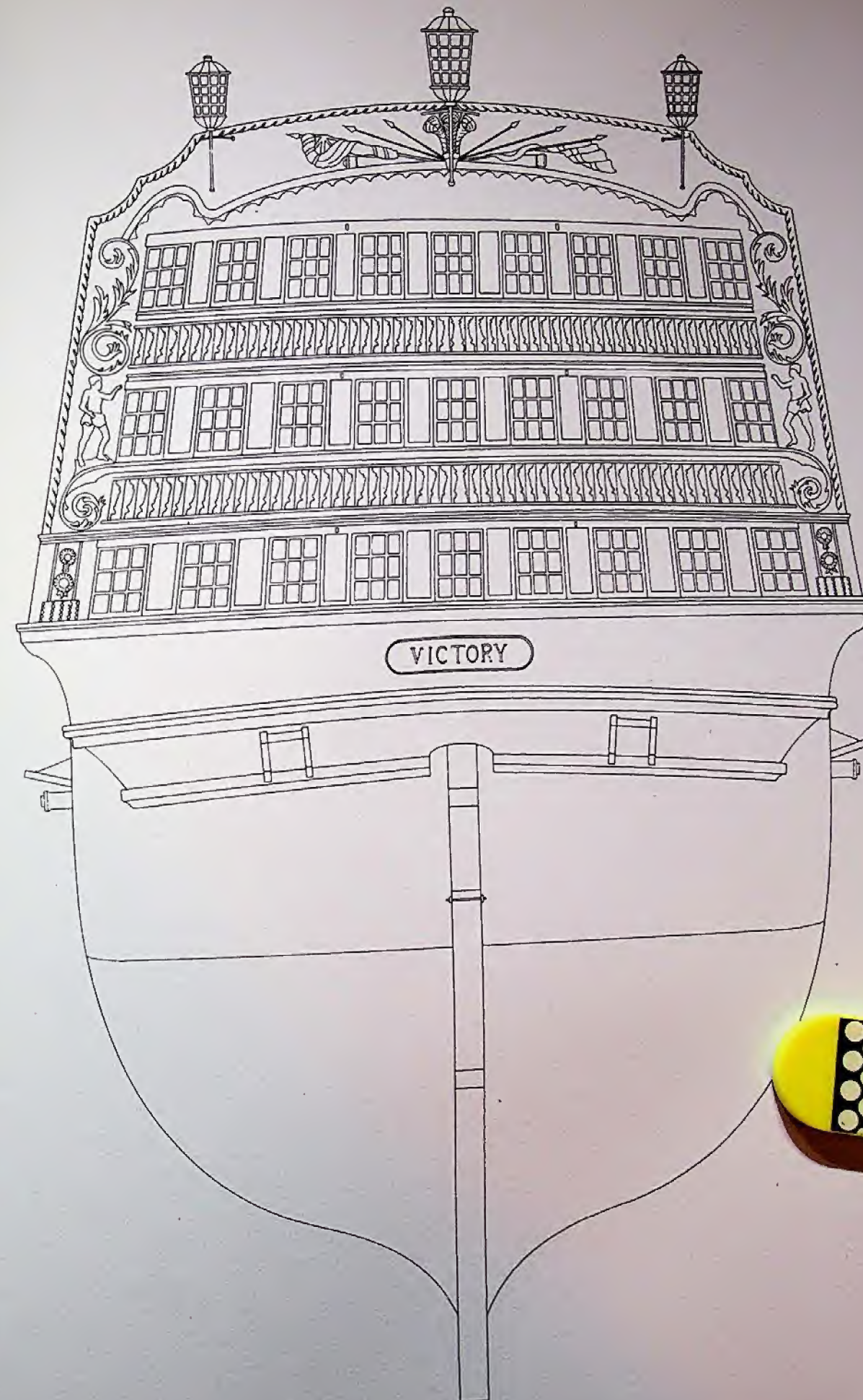


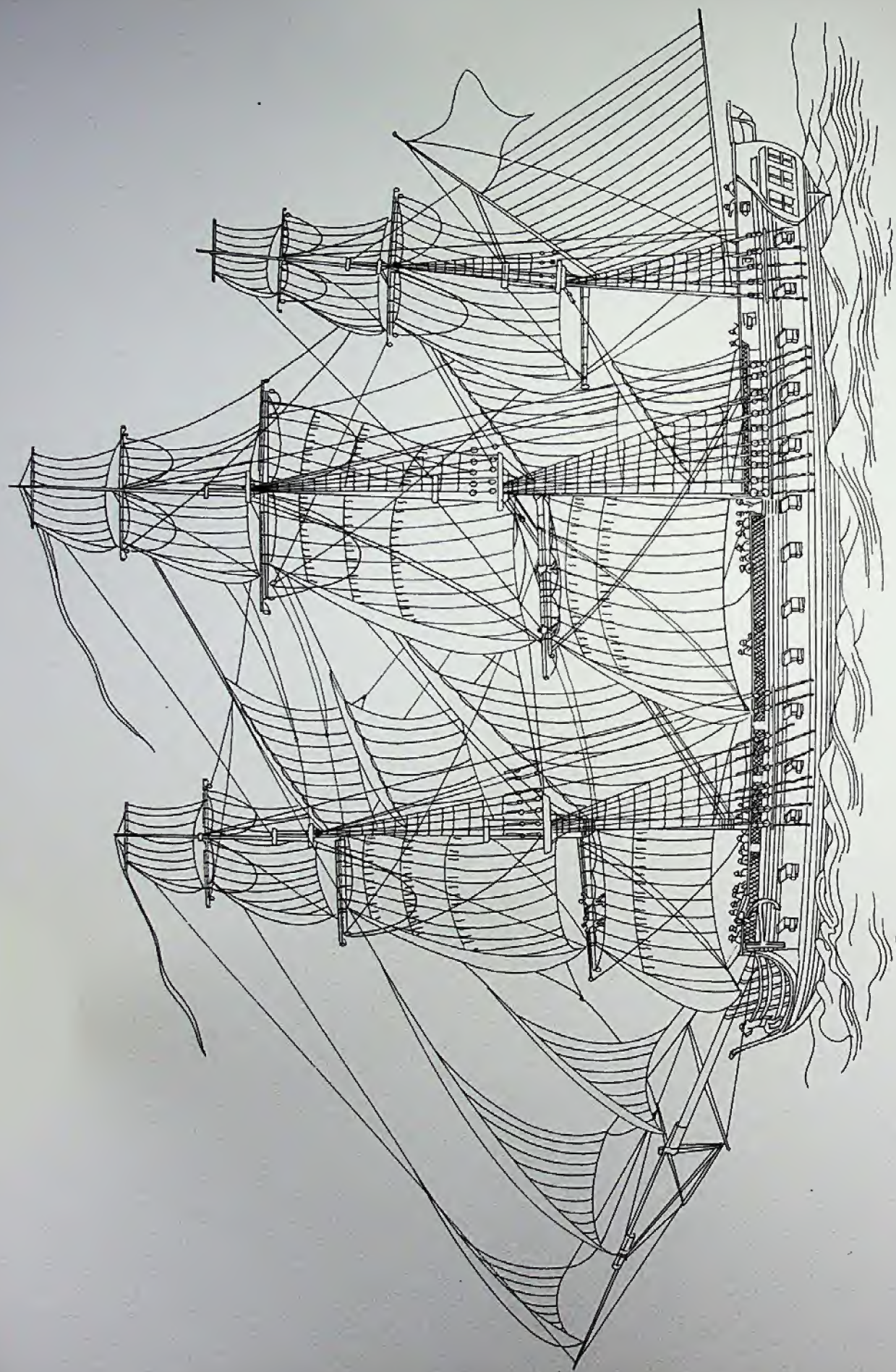
23 The deck of an eighteenth-century man-of-war during the heat of battle. Shot has carried away parts of the shrouds on the lower rigging and the crews are gathering up the sails so that the decks are left clear for the gunners.



24 (ABOVE) The *Victory*, Nelson's flagship at Trafalgar, 1805. With a crew of 850, this first-rate ship of the line, launched in 1765, headed the British fleet of 33 sail that defeated the French and Spanish fleet. Nelson died of his wound while still on board this ship, which is now preserved at Portsmouth.

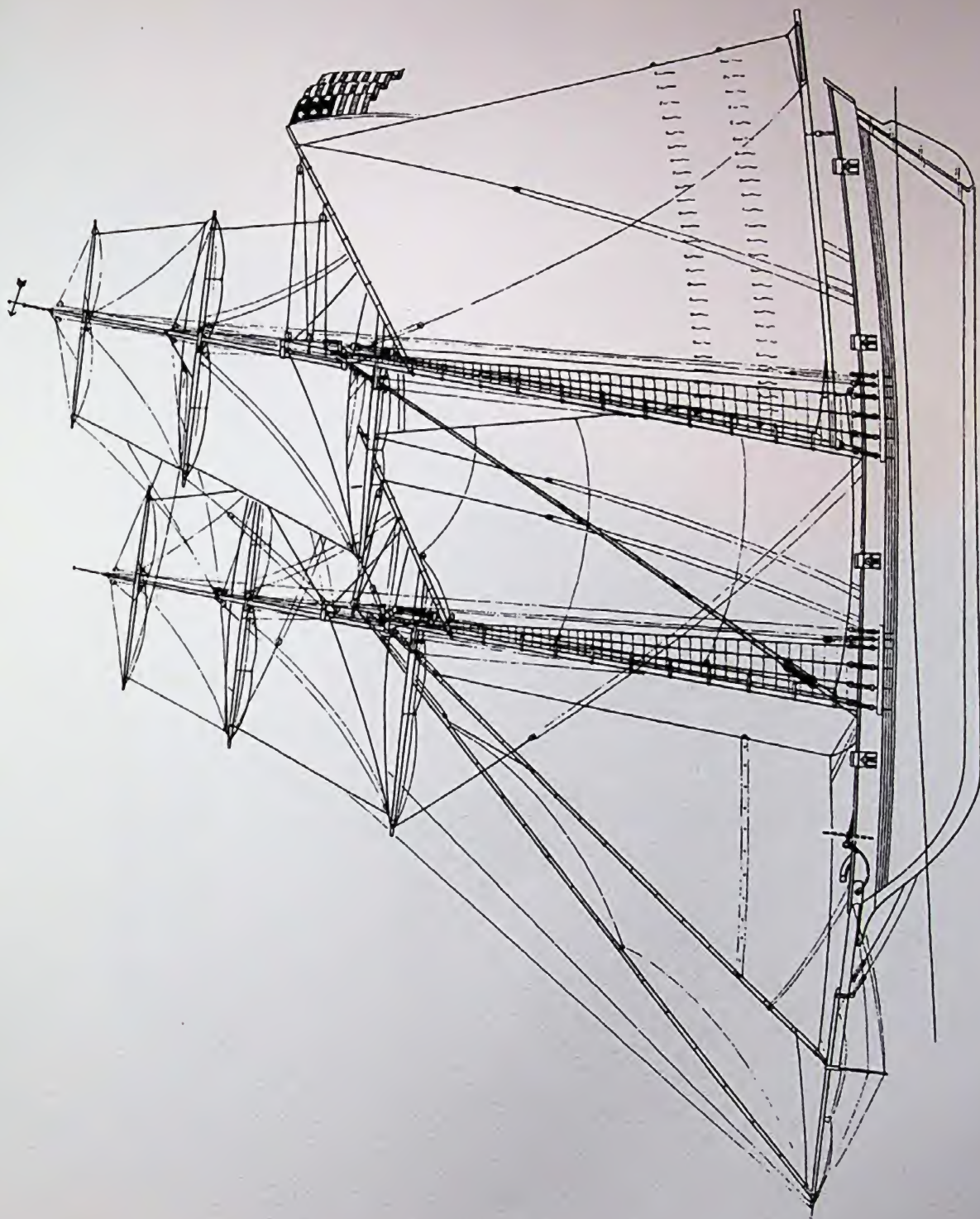
25 (OPPOSITE) The stern of the *Victory*. The ship had three gun decks and 102 guns.



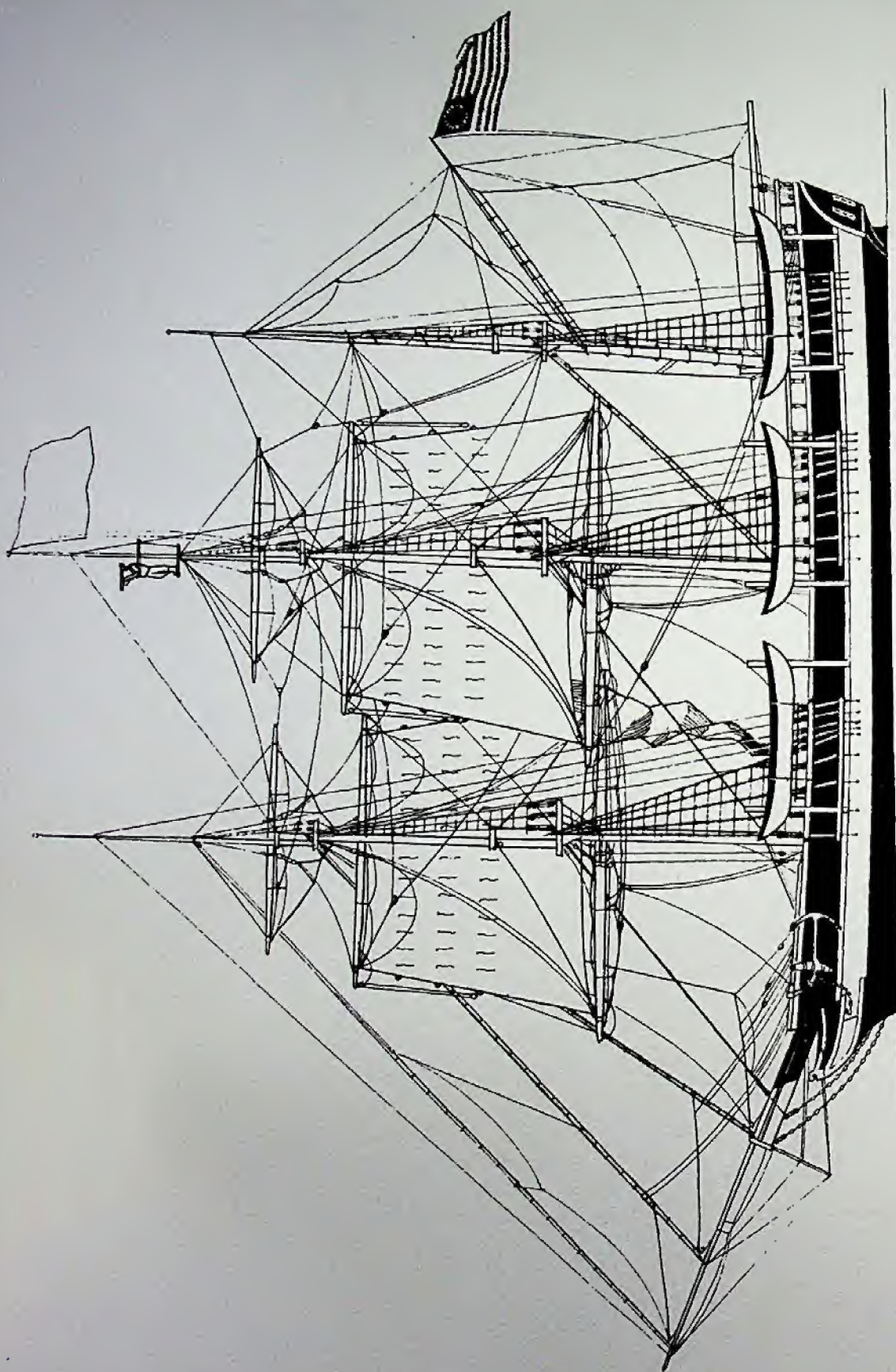


26 The *Essex*, an American frigate in the War of 1812. Pretending to be a merchantman, this ship opened fire unexpectedly on the British ship

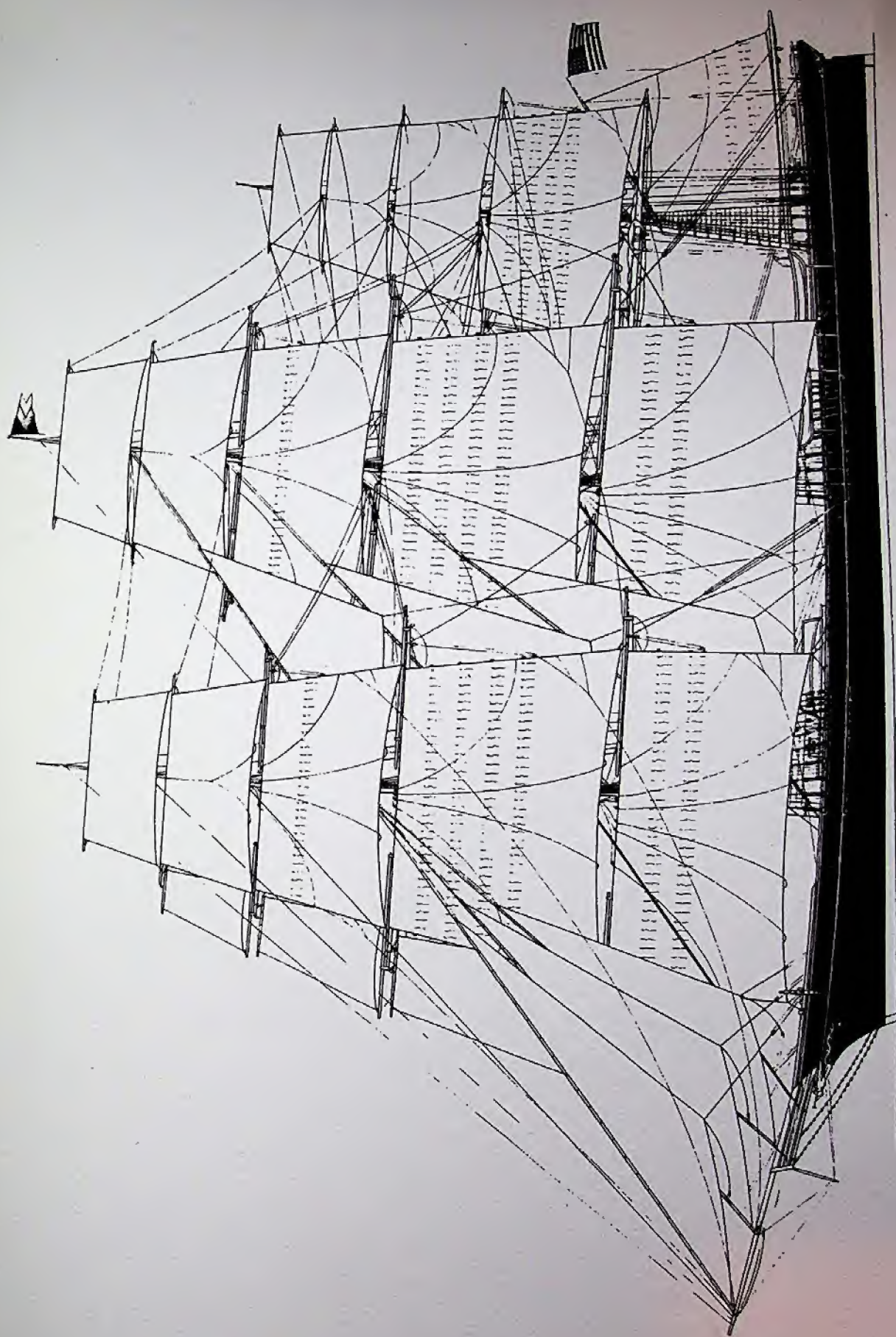
Alert on August 3, 1812, and dismasted it. Later the *Essex* was the first American warship in the Pacific.



27 Baltimore clipper, ca. 1820. The fast small ship illustrated here had square sails on the masts, but was schooner-rigged as well.

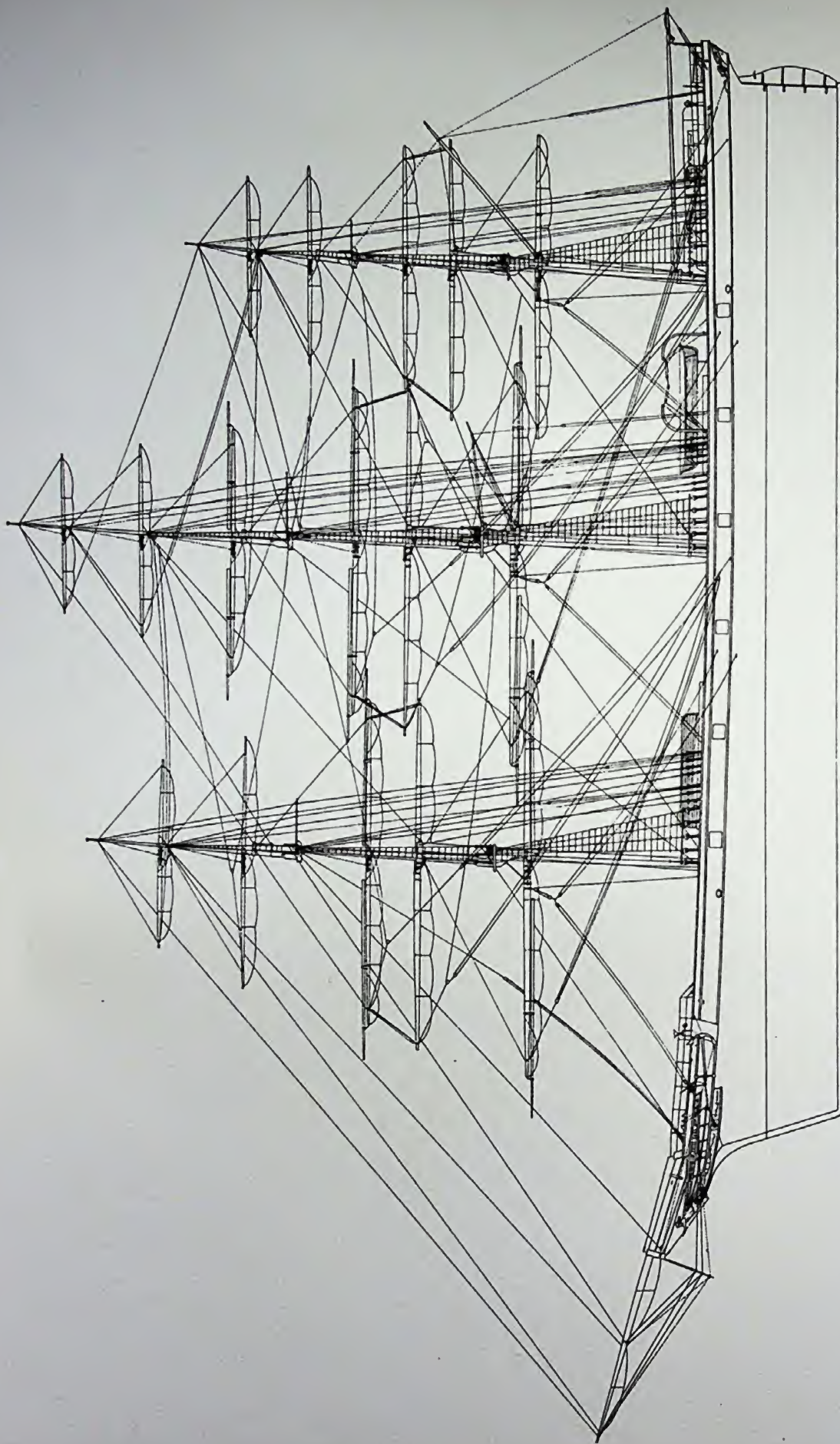


28 American whaler, ca. 1850. The lower sails are furled because the lookout watches for more whales. The whaleboats are hoisted on fixed davits.

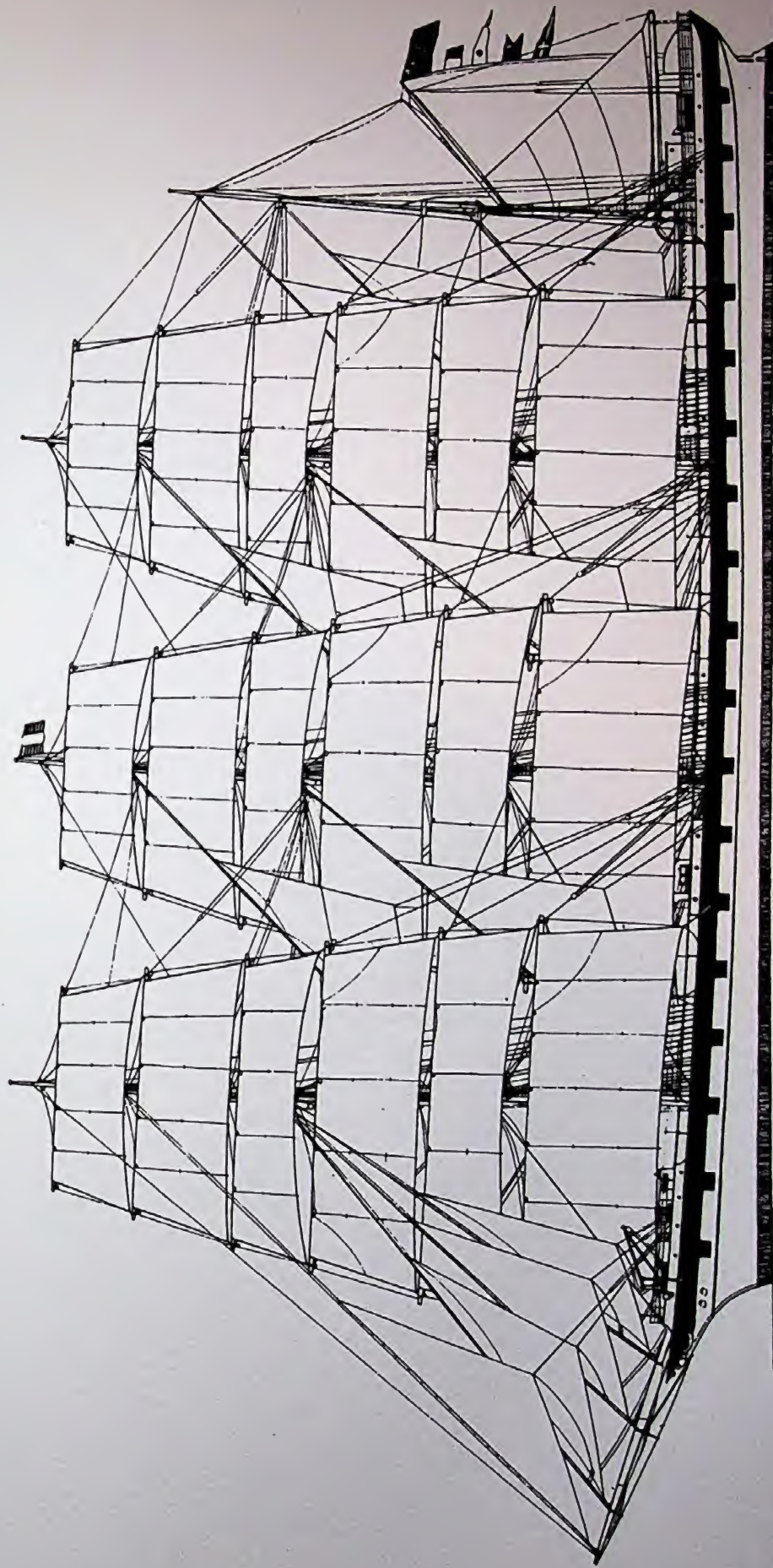


29 The *Flying Cloud*, an American clipper, 1851. The California clippers were the largest and fastest ships of their day. The *Flying Cloud*, 70.5 meters long and 12.3 meters wide, was the only ship ever to sail from New York to San Francisco in 89 days on two separate occasions.





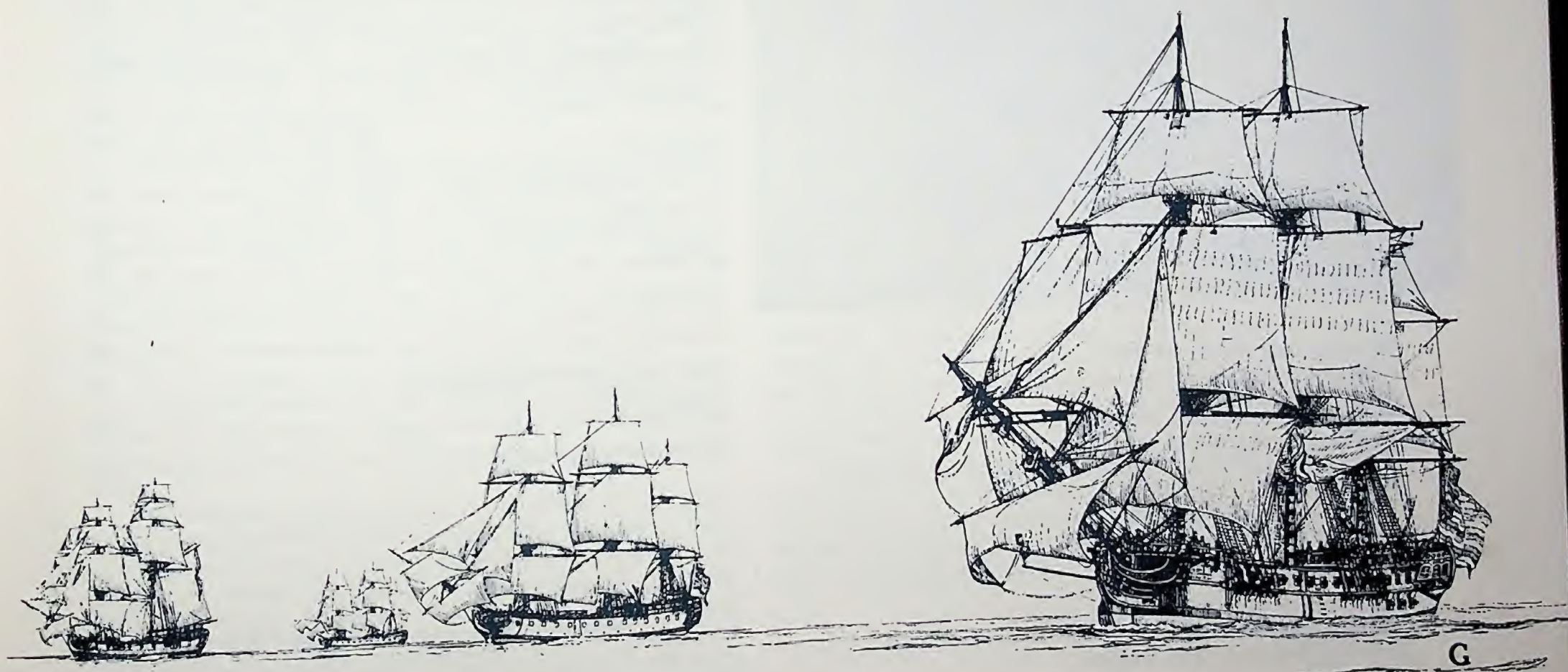
31 The *Cutty Sark*, a British clipper, 1869. This famous ship, now on permanent view in Greenwich, England, was employed in the wool trade with Australia, from which it once returned to England in 67 days.



32 The *Archibald Russel*, a British four-masted bark, 1905. The last of its type built for a British firm (Scotland), it was purchased by a Finnish line in 1924 and saw service until after the Second World War.



THE SHIPS OF JOHN PAUL JONES



BY WILLIAM GILKERSON

PUBLISHED BY THE UNITED STATES NAVAL ACADEMY MUSEUM, THE BEVERLEY R. ROBINSON COLLECTION, AND THE NAVAL INSTITUTE PRESS

M C M L X X V I I

carrying a second, water-borne army; third, a squadron of larger warships — which was Jones's command. In it was his flagship, VLADIMIR, a 70-gun ship of the line reduced to 24 24-pounders because of the shallows in which it had to work; frigate ALIKSANDR NEVSKII (Jones's spelling), 50 guns, also reduced to half armament; plus seven smaller frigates and a smattering of lesser craft.

This is not the place for a detailed analysis of the Liman campaign. Jones's role was to protect the flank of an army and the large flotilla of small craft. Starting in early June, 1788, his squadron fought a series of battles and skirmishes, using weapons and tactics which were as unfamiliar to the Admiral as the languages spoken around him.

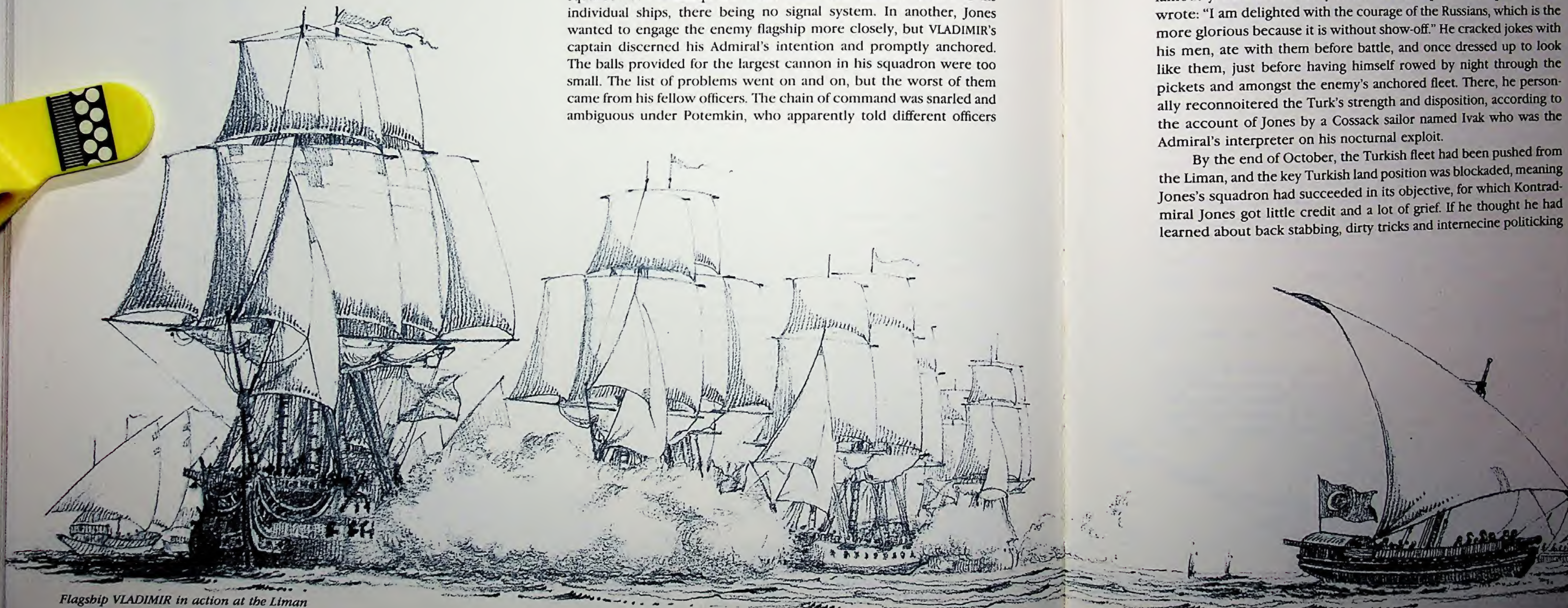
In one action, Jones had to have himself rowed through his squadron so his interpreter could shout the Admiral's orders to his individual ships, there being no signal system. In another, Jones wanted to engage the enemy flagship more closely, but VLADIMIR's captain discerned his Admiral's intention and promptly anchored. The balls provided for the largest cannon in his squadron were too small. The list of problems went on and on, but the worst of them came from his fellow officers. The chain of command was snarled and ambiguous under Potemkin, who apparently told different officers

different things. The corps of senior officers comprised a competitive cadre of foreign adventurers, soldiers of fortune, and court sycophants who gave Jones their elbows at every opportunity. There were lots of elbows and lots of opportunities.

"I have never suffered so much vexation as in this one Campaign of the Liman, which was nearly the death of me," wrote Jones later.

Ironically, in Russia he had no crew problems, and got on famously with the ordinary sailors of his ship and his squadron. He wrote: "I am delighted with the courage of the Russians, which is the more glorious because it is without show-off." He cracked jokes with his men, ate with them before battle, and once dressed up to look like them, just before having himself rowed by night through the pickets and amongst the enemy's anchored fleet. There, he personally reconnoitered the Turk's strength and disposition, according to the account of Jones by a Cossack sailor named Ivak who was the Admiral's interpreter on his nocturnal exploit.

By the end of October, the Turkish fleet had been pushed from the Liman, and the key Turkish land position was blockaded, meaning Jones's squadron had succeeded in its objective, for which Konrad-miral Jones got little credit and a lot of grief. If he thought he had learned about back stabbing, dirty tricks and internecine politicking



Flagship VLADIMIR in action at the Liman

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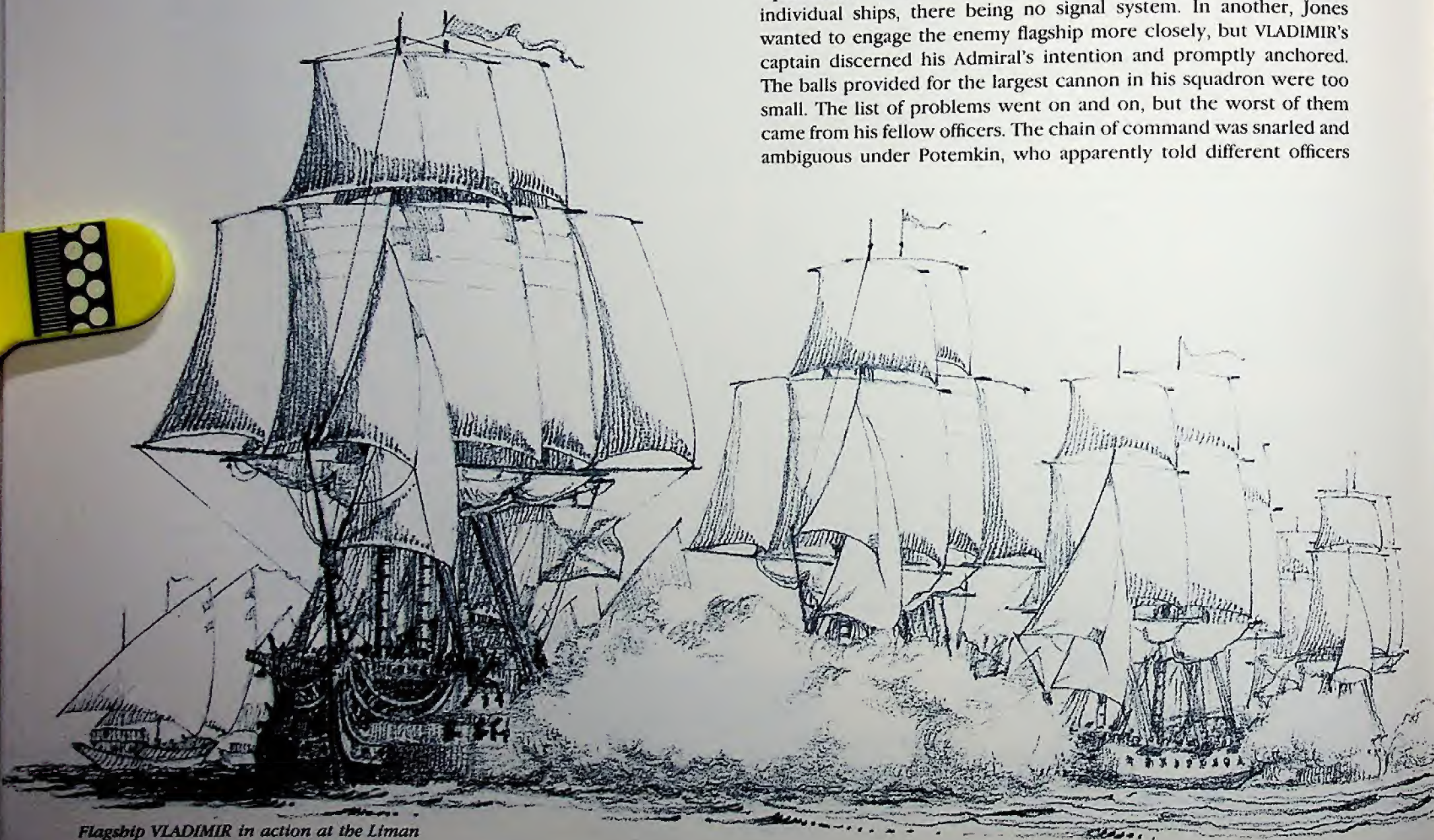
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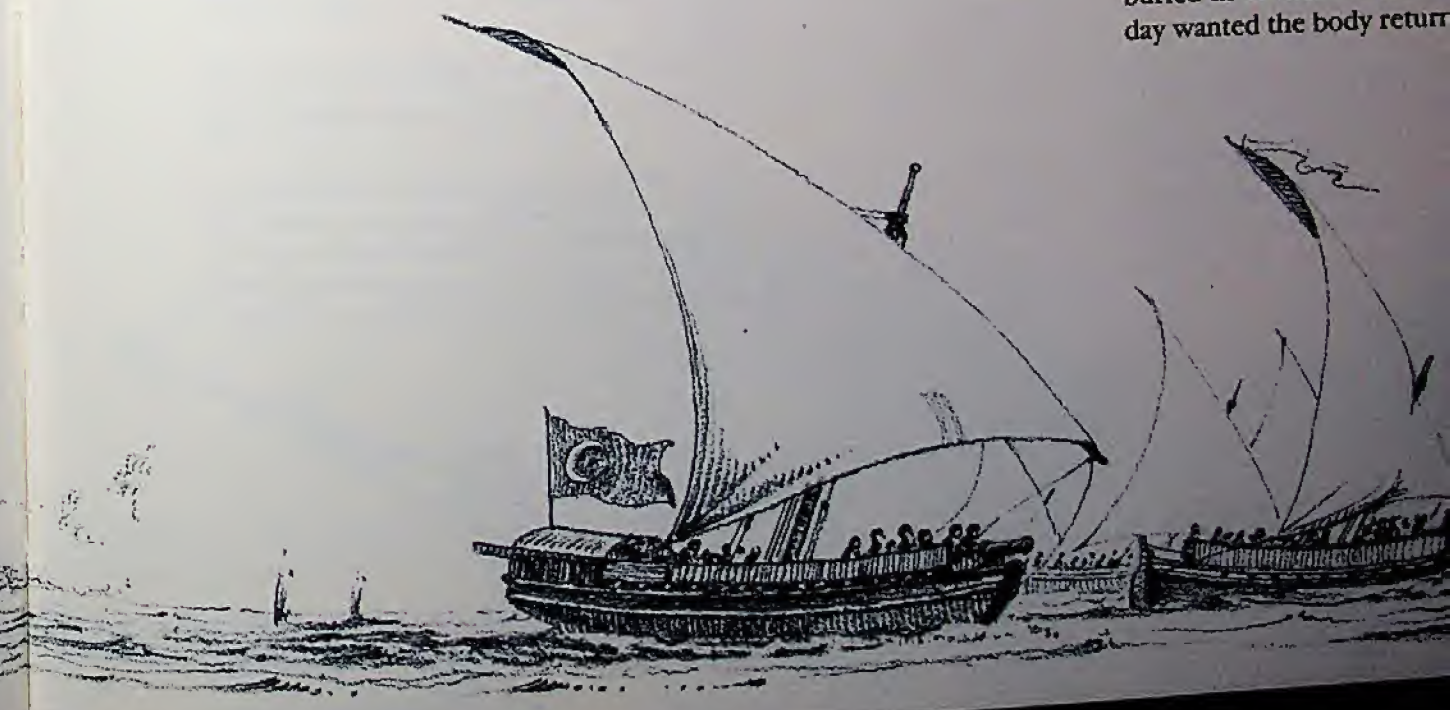
in the drawing rooms of Paris in the Ukraine. He took it all and then inevitably wrote his also his last. Potemkin sack merely that he would be w Swedes. He went to St. Peter in June, hoping for his next absence, which, along with meant his walking papers.

Jones returned to Europe capitals, and settled in an ap efforts as usual to obtain a c which he invited to offer hi have the opportunity to fig lingering ill health, he watch gathered, consuming the Pa died, on the evening of July was spared by a few week cobblestones, carrying away tors to the guillotine. A few his commission as United St by Washington and Jefferson

In the absence of any arranged by Jones's French buried in an alcohol-filled I day wanted the body return



Flagship VLADIMIR in action at the Liman



Tenaciously, Jones followed his enemy, whose maneuverability at last was impeded enough to prevent her standing clear. A puff of breeze allowed RICHARD to pull ahead and attempt to cross SERAPIS' bows, but instead of completing the evolution, sluggish RICHARD fell off and caught the enemy's bowsprit aft, where it broke the jackstaff and then hung up in the mizzen rigging. Jones personally seized SERAPIS' severed jibstay, which had fallen across RICHARD's poop, and tied it to his mizzenmast, locking the ships together.

For the moment, SERAPIS was neutralized, with no guns bearing. As the ships drifted in the northwesterly setting current, SERAPIS slowly pivoted, snapping off her jibboom, her stern swinging around, until she faced southeast, side by side with RICHARD, on the opposite heading. She was snared quickly with grapples . . . caught.

Seeing his advantage of mobility lost, Pearson tried desperately to cut free, but, according to Midshipman Fanning in command of RICHARD's main top:

The enemy's tops being entirely silenced, the men in ours had nothing to do but to direct their whole fire down upon the enemy's decks and forecastle; this we did, and with so much success that in about twenty-five minutes more we had cleared her decks so that not a man on board the SERAPIS was to be seen.

Below, the cannonade had begun again, with the gun muzzles of the two ships' lower deck batteries nearly touching. SERAPIS now found her previously unused starboard battery engaged, and as the lower deck ports on that side had not been previously opened, those touching RICHARD's sides had to be blown away by their own guns. Above, Pearson ordered SERAPIS' portside anchor dropped, hoping the knot-and-a-half ebb current might wrench free his smothering antagonist. It did not. The two ships remained in their embrace as a

bright harvest moon, just shy of full, rose in the northeast to a 45° declination and illuminated the battle and the dark sea with a silvery brilliance, reflecting on the translucent dome of smoke which periodically was lit from within by the red flashes of the guns. The dull thud of the distant cannonade was heard ten miles away, and the scene was viewed by a gathering multitude on the northeast facing cliffs of Flamborough Head.

By 8:30 p.m., the position was thus: RICHARD lay northwest, firmly grappled to SERAPIS, her sails aback in the gentle southerly breeze, her main and lower batteries blasting uninterruptedly into and through RICHARD's hull. Between RICHARD's lower deck and her upper works, nothing lived but the fires.

All of RICHARD's crew not stationed in cockpit or magazines were ordered above, onto RICHARD's high ends, her forecabin and quarterdeck. From there, her only artillery, the two starboard quarterdeck eight-pounders, were scouring SERAPIS' decks. Another eight-pounder was brought over from the port side and captained directly by Jones, firing repeatedly at the scorched yellow trunk of SERAPIS' mainmast, for want of a better target. To this fire was added that of the blunderbusses, pedreros and pierriers along RICHARD's railings, and the plunging spray of canister from the coehorns in the tops. There was also the musketry from aloft and below, and a sporadic hail of combustibles and grenades⁶ bouncing down onto SERAPIS' decks. From his main top vantage, Fanning reports:

6. The combustibles were flasks or stinkpots — porcelain or perforated iron spheres packed with compounds that burned fiercely and were difficult to extinguish. Grenades were thick-walled, iron, baseball-sized bombs which were ignited by means of a violently burning wooden fuse of about six seconds, bursting unevenly with an explosion more concussive than that of a modern fragmentation grenade.

